THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Some of the important steps taken to reduce accidents are:

(i) induction of technical devices to aid the human element;

(ii) monitoring the performance of staff of critical safety categories such as drivers, guards, station masters etc;

(iii) intensive training of staff in operational categories;

(iv) intensive and frequent inspections of sensitive installations;

(v) surprise checks against carriage of inflammable/explosive material in passenger trains; and

(vi) provision of whistle boards/speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(b) and (c) Yes, Sir. While about 66% of the train accidents during the period January—June, 1992 on the South Central Railway are attributed to 'human failure'. a couple of serious accidents involving a large number of casualties and injuries were caused by suspected sabotage by anti-social elements. Negligence of road users and equipment failure also caused some accidents. A thorough cause-wise analysis has been made of all the accidents and necessary follow-up action initiated on the Railway.

Conversion of M. G. into B. G. in the Country

88. SHRI MENTAY PADMANABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) what are the proposals under Governments consideration for conversion of metre-gauge lines into broad gauge in the country;

(b) the mileage propsed for conversion;

(c) the mileage proposed for conversion in Andhra Pradesh; and

(d) the lines earmarked for conversion in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) An action Plan for conversion of M. G./N.G. lines to B.G. has been drawn up. In the first phase about 11,000 kms. of such lines have been identified for conversion. Out of this 6,000 kms. are targetted for completion during the Eighth Plan.

(c) and (d) The lines earmarked for conversion in Andhra Pradesh & mileage is as under:—

	Kms.
1) Chickjajur-Bellary	39
(2) Guntur-Guntakal-Kallaru	458
& lifting of Kalluru-Dharmavaram	76
(3) Secunderabad-Dronadhalam & Secunderabad-Bolarum	331 / 104
(4) Katpadi-Pakala Tirupati	1008

Conversion of Railway Lines

89. SHRI VITHALRAO MADHAVRAO JADHAV:
SHRI SURINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decide to convert all MG and NG railway lines into BG within two years;

(b) what is the total amount required for the purpose and where the work is in progress;

(c) whether it is a fact that for the conversion of Aurangabad-Parbhani MG to BG project Rs. 50 crores have been provided for the year 1992-93 but the work has not been started; and

(d) by when the gauge cinversion work is to be completed from Adilabad to Parbhani and Miraj-Latur-Latur Rd. NG to BG?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) A Statement is attached. (*See* below)